



Date: November 29, 2012

To: Thomas J. Bonfield – City Manager
Through: Keith Chadwell – Deputy City Manager
From: Marvin G. Williams – Director of Public Works
Subject: 2012 Year-End Paving Status Report

Executive Summary

The Department of Public Works has completed all major paving activities for the 2012 paving season. As promised to the voters, citizens, and City Council, all of the City streets that were rated as poor or very poor in the 2007 pavement condition survey have been repaved with the contracts and funding in-place from the 2010 General Obligation (GO) Bonds.

The intent of this report is to summarize the street repaving efforts that have been completed to date by the City from 2006 through 2012.

Recommendation

The Department of Public Works recommends that City Council receive a presentation on the paving efforts that have been completed by the City, through the Department of Public Works, from 2006 through 2012.

Background:

The cornerstone of the six-year repaving program was laid in 2006 with the issuance of the first large-scale, \$3.346M repaving contract (ST-226) which was funded by the 2005 Street Improvement Bond. This contract was followed by three more repaving contracts totaling \$14.974M (ST-228, ST-233, and ST-234) in 2006, 2007 and 2008; all funded from both the 2005 and 2007 Street Improvement Bonds.

While the paving was in progress during 2006 and 2007, the City funded a pavement condition survey through the Institute for Transportation Research and Education (ITRE) which was completed in 2007. This survey provided the lists of candidate streets for repaving that were completed from 2008 through 2012. A prior pavement condition survey was completed in 2004 and provided the baseline for the work performed during 2006 and 2007.

During calendar year 2010 the 2007 ITRE survey was used to formulate the plan to repave all of the remaining streets rated as poor or very poor; those streets formed the estimated cost basis for the \$20M 2010 GO bond. Once the bond was approved by the voters, four additional paving contracts (ST-250, ST-251, ST-252 and ST-253) were issued for work performed during 2011 and 2012. The commitment was made to the citizens and City Council that all of the streets rated as poor or very poor would be paved by 2012. The summary of centerline miles and lane-miles streets repaved since 2006 is listed below.

	Length of Streets Re-paved	
	Centerline	
Paving Year	Miles	Lane-Miles
2006	14.82	33.73
2007	14.72	31.58
2008	9.35	20.88
2009	26.10	57.07
2010	40.95	91.58
2011	102.26	233.91
2012	73.35	153.40
Total	266.73	588.42

The chart illustrating the lane-miles of streets paved in the years 2006-2012 is shown below. The peak year for paving activity was 2011 when contracts funded by 2007 and 2010 Street Bonds overlapped.

The total expenditure of funds paid to the contractors in the performance of the re-paving listed above is summarized in the following table. The sources of these funds are the 2005, 2007 and 2010 Bonds.

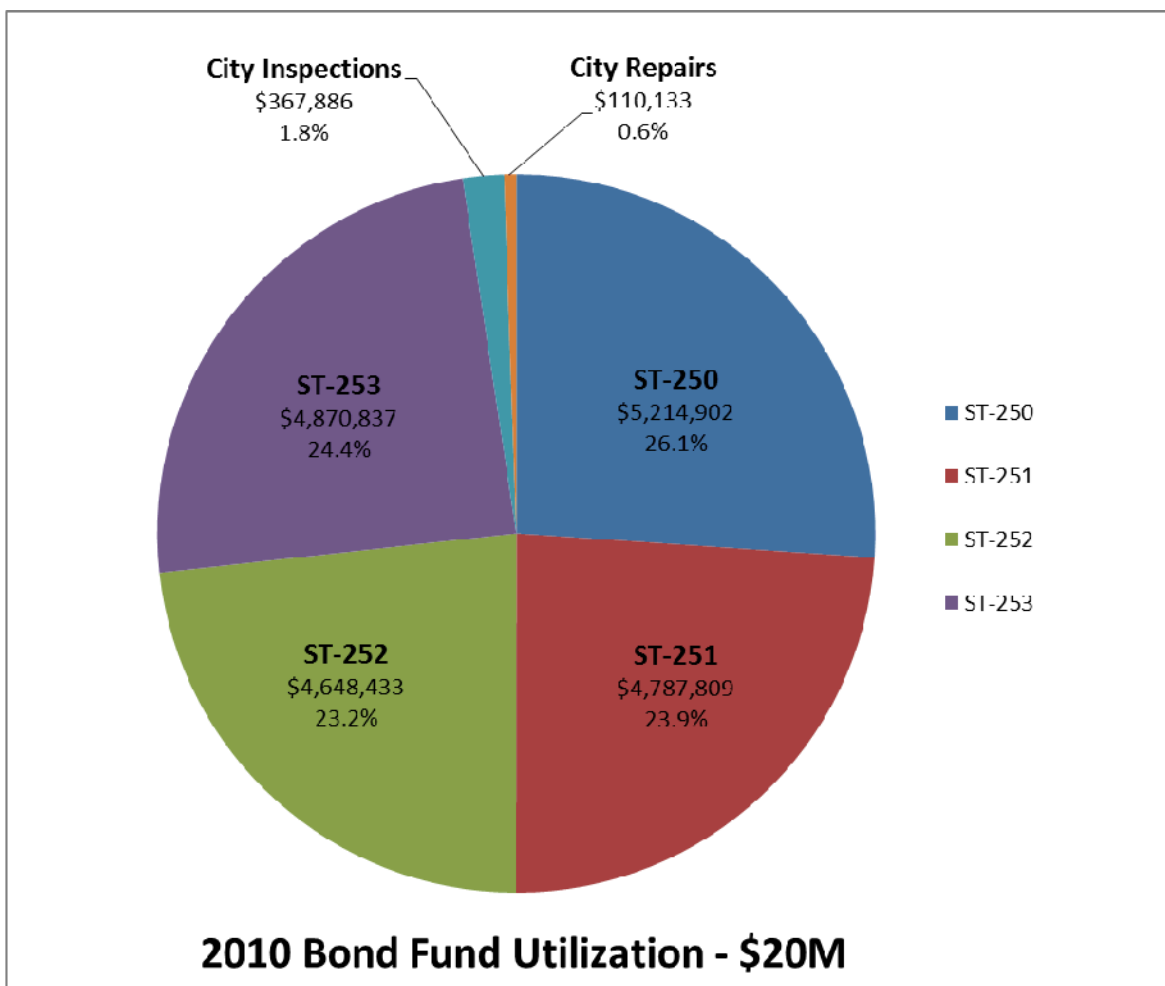
	Contract		Calendar Years
Contract	Amount		Work Was
Number	Paid	Company	Performed
ST-226	\$ 3,346,624	Barnhill Construction Co.	2006-2007
ST-228	\$ 2,503,430	Barnhill Construction Co.	2007-2009
ST-233	\$ 5,985,162	Barnhill Construction Co.	2008-2010
ST-234	\$ 6,485,580	Triangle Paving and Grading, Inc	2008-2011
ST-234E	\$ 501,529	Triangle Paving and Grading, Inc	2012
ST-250	\$ 5,942,773	Barnhill Construction Co.	2011-2012
ST-251	\$ 4,787,809	REA Construction, Inc	2011-2012
ST-252	\$ 5,297,239	Triangle Paving and Grading, Inc	2011-2012
ST-253	\$ 5,550,686	Fred Smith Company, Inc.	2011-2012
Total	\$ 40,400,831		

The chart illustrating the expenditures in each of the paving contracts is shown below beginning with ST-226 which was started in 2006 and ending with the 2010 Bond funded contracts completed during 2012.

Many unexpected challenges were experienced during the 2011 and 2012 paving seasons;

most of which were due to several of the streets which had been surveyed in 2007 being in worse condition than had been reported by the ITRE study. In addition; the cost for the liquid asphalt that is used during the paving process continuously fluctuated during both paving seasons due to international unrest in oil producing countries. These unexpected challenges required the implementation of several cost saving measures by Public Works for the remaining streets that were scheduled for paving. Some of these measures included Public Works Street Maintenance performing pavement repair work that would have been performed by the paving contractors; implementing the use of various asphalt types and varying the thickness of asphalt on low-volume streets and renegotiating the asphalt prices submitted by the various contractors for the streets that remained on their contracts.

The complete accounting of the utilization of the 2010 Bond of \$20M is shown in the chart below.



Issues and Analysis:

This is not applicable to this agenda item.

Alternatives:

This is not applicable to this agenda item.

Financial Impacts:

There is no direct cost associated with receiving this report.

SBDE Summary:

The SDBE Summary is not applicable to this agenda item.

Attachments

Attachment: Smoother Roads for Durham 2012 Paving Season presentation

MGW